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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

### **TERMINAL CHART NOTAMS**

No Chart NOTAMs for Airport UWLW

**Airport Information** 

# UWLW (Vostochny)

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#### **General Info**

Ulyanovsk, RUS

N 54° 24.1' E 48° 48.3' Mag Var: 10.5°E

Elevation: 253'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe

Time Zone Info: GMT+3:00 uses DST

## **Runway Info**

Runway 02-20 16404' x 344' concrete

Runway 02 (21.0°M) TDZE 252' Lights: Edge, ALS, Centerline Runway 20 (201.0°M) TDZE 201' Lights: Edge, ALS, Centerline

#### **Communications Info**

Vostochny Start Tower 124.2 Vostochny Taxiing Ground Control 124.2 Ulyanovsk Approach Control 127.3 Vostochny Tower Radar 124.2 Vostochny Krug Radar 126.1

### **Notebook Info**

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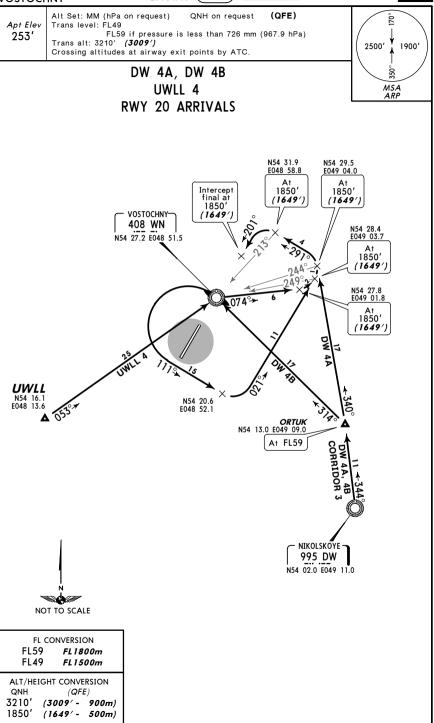
ULYANOVSK, RUSSIA I JEPPESEN UWLW/ULY (10-2) Eff 11 May VOSTOCHNY 28 APR 06 STAR Alt Set: MM (hPa on request) (QFE) QNH on request Apt Elev Trans level: FL49 FL59 if pressure is less than 726 mm (967.9 hPa) 253' Trans alt: 3210' (2958') 2500′ 1900' Crossing altitudes at airway exit points by ATC. DW 2A DW 2B DW 2C UWLL 2B MSA ARP UWLL 2A WU 2 BY ATC **RWY 02 ARRIVALS** VOSTOCHNY-408 UL N54 21.1 E048 45.2 N54 23.7 E048 55.6 Intercept final at 1900' (1648')DW 2C N54 14.3 E048 48.9 At 1900' (1648') UWLL N54 16.1 E048 13.6 065 079°→ By ATC 15 ORTUK N54 13.0 E049 09.0 At FL59 E048 39.3 N54 15.3 Ø N54 10.7 13 **←**263° E048 41.5 E047 10.0 DW 2A At 1900' At 1900' (1648')(1648') N54 13.6 E048 47.0 At 1900' (1648')CORRIDOR 3 NIKOLSKOYE -995 DW N54 02.0 E049 11.0 NOT TO SCALE FL CONVERSION FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION (QFE) 3210' (2958' - 900m)

1900' (1648' - 500m)

CHANGES: BORKOVKA renamed ORTUK.

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ULYANOVSK, RUSSIA M JEPPESEN UWLW/ULY 28 APR 06 (10-2A) Eff 11 May VOSTOCHNY



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ULYANOVSK, RUSSIA M JEPPESEN UWLW/ULY (10-3) Eff 11 May 28 APR 06 SID VOSTOCHNY QNH on request (QFE) Apt Elev Trans level: FL49 FL59 if pressure is less than 726 mm (967.9 hPa) 253' Trans alt: 3210' (2958') 2500' 1900' Crossing altitudes at airway entry points by ATC. DW 1, UWLL 1 YK 1 MSA BY ATC ARP **RWY 02 DEPARTURES** N54 52.0 E048 16.0 A NOT TO SCALE At FL39 DW 1, UWLL 1 but not before Turn at 910'(658') 6.5 NM from THR20 but not before 2.7 NM from THR20 **UWLL** ▲ N54 16.1 E048 13.6 VOSTOCHNY-408 UL ORTUK
N54 13.0 E049 09.0 N54 21.1 E048 45.2 CORRIDOR CORRIDOR - NIKOLSKOYE -995 DW ALT/HEIGHT CONVERSION N54 02.0 E049 11.0 ОИН (QFE) 910' (658' - 200m) 3210' (2958' - 900m) FL CONVERSION FL39 FL1200m FL49 FL1500m

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FL59

FL1800m CHANGES: BORKOVKA renamed ORTUK.

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ULYANOVSK, RUSSIA M JEPPESEN UWLW/ULY 28 APR 06 (10-3A) Eff 11 May VOSTOĆHNY QNH on request (QFE) Trans level: FL49 Apt Elev FL59 if pressure is less than 726 mm (967.9 hPa) 253' Trans alt: 3210' (3009') 2500' 1900 Crossing altitudes at airway entry points by ATC. DW 3A AKODA 3, BASAD 3 MSA UWLL 3 ARP DW 3B, RUBEK 3, YK 3 BY ATC **RWY 20 DEPARTURES** N54 52.0 E048 16.0 **A** ALT/HEIGHT CONVERSION NOT TO SCALE QNH (QFE) 860' (659' - 200m) 3210' (3009' - 900m) FL CONVERSION FL39 FL1200m FL49 FL1500m VOSTOCHNY-FL59 FL1800m 408 WN N54 27.2 E048 51.5 DW 3A, DW 3B, RUBEK 3, UWLL 3, YK 3 Turn at 860'(659') but not before 4.3 NM from THR02 **AKODA UWLL** N54 16.1 E047 05.1 E048 13.6 At FL39 ORTUK but not before N54 13.0 13.5 NM from E049 09.0 THR02 **CORRIDOR 3** NIKOLSKOYE -995 DW RUBEK BASAD N53 46.0 E048 52.0 N54 02.0 E049 11.0 N53 44.0 E046 46.0

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ULYANOVSK, RUSSIA UWLW/ULY I JEPPESEN Apt Elev 253' 13 APR 07 (10-9) VOSTOCHNY N54 24.1 E048 48.3 VOSTOCHNY Taxiing (GND) Start (TWR) 124.2 124.2 124.2 **⊙**Lctr Parking  $\Lambda^{377}$ stand 27 ∆<sup>387</sup>′ 100€ Birds. Taxiing and towing are prohibited without  $\Lambda^{331}$ permission of taxiing controller. vor ⊚ Use of Twys 2 and 5 is strictly along centerline under two inner engines at reduced speed. When VIS is below 400m, taxiing along Twys 2 PARKING POSITIONS and 5 after Follow-me car only. COORDINATES STAND N54 24.3 E048 47.8 18, 19 N54 24.4 E048 47.8 20, 20A 21 N54 24.5 E048 47.8 Parking stands 28 and 29 available for helicopters. 252' 2000 4000 500 1000 1500 NOT TO SCALE ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND-TAKE-OFF RWY Threshold Glide Slope WIDTH 15,066' 4592m 02 344' HIRL (60m) HIALS 1 CL (30m) 105m 20 15,400' 4694m 10 (134 W, 30 R & W) TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) RL & CL 200m 250m 400m 250m 300m

CHANGES: Parking stands. Notes.

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UWLW/ULY

CHANGES: New page.

3 JEPPESEN 2 NOV 07 (10-9X)

JAA MINIMUMS ULYANOVSK, RUSSIA VOSTOCHNY

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HT-IN RWY	Α	В	С	D	
ILS	<b>452</b> ′(200')	<b>452</b> ′(200′)	<b>452</b> ′(200′)	<b>452</b> ′(200′)	
	R550m	R550m	R550m	R550m	
ALS out	R1000m	R1000m	R1000m	R1000m	
LOC	NOT				
	AUTHORIZED				
VOR DME	910′(658′)	910′(658′)	1240′(988′)	1240′(988′)	
	R1200m	R1400m	R1400m	R1800m	
ALS out	R1500m	R1500m	R2000m	R2000m	
2 NDB	<b>630</b> ′(378 <b>′</b> )	<b>630</b> ′(378′)	<b>630</b> ′(378′)	<b>630</b> ′(378 <b>′</b> )	
	R900m	R1000m	R1000m	R1400m	
ALS out	R1500m	R1500m	R1800m	R2000m	
ILS	<b>401</b> ′(200′)	<b>401</b> ′(200′)	<b>401</b> ′(200′)	<b>401</b> ′(200′)	
	R550m	R550m	R550m	R550m	
ALS out	R1000m	R1000m	R1000m	R1000m	
LOC	NOT				
	AUTHORIZED				
VOR DME	<b>860</b> ′(659 <b>′</b> )	<b>860</b> ′(659 <b>′</b> )	1190′(989')	<b>1190</b> ′(989 <b>′</b> )	
	R1200m	R1400m	R1400m	R1800m	
ALS out	R1500m	R1500m	R2000m	R2000m	
2 NDB	<b>550</b> ′(349 <b>′</b> )	<b>550</b> ′(349 <b>′</b> )	<b>550</b> ′(349 <b>′</b> )	<b>550</b> ′(349 <b>′</b> )	
	R900m	R1000m	R1000m	R1400m	
ALS out	R1500m	R1500m	R1800m	R2000m	
	ILS  ALS out LOC  VOR DME  ALS out 2 NDB  ALS out ILS  ALS out LOC  VOR DME  ALS out 2 NDB	ILS 452'(200')	ILS 452'(200') 452'(200')  R550m R550m R550m  ALS out R1000m R1000m  LOC AUTHO  VOR DME 910'(658') 910'(658')  R1200m R1500m  R1500m R1500m  2 NDB 630'(378') 630'(378')  R900m R1500m  ALS out R1500m R1500m  ILS 401'(200') 401'(200')  R550m R550m  ALS out R1000m  LOC AUTHO  VOR DME 860'(659') 860'(659')  R1200m R1500m  ALS out R1500m  R1500m	ILS 452'(200') 452'(200') R550m R550m R550m R1000m R1000m R1000m  LOC NOT AUTHORIZED  VOR DME 910'(658') 910'(658') 1240'(988') R1200m R1500m R2000m  2 NDB 630'(378') 630'(378') 630'(378') R900m R1000m R1000m R1000m R1500m R1500m R1500m R1000m R1000m R1500m R1500m R1000m R1000m R1500m R1500m R1000m	

TAKE-OFF RWY 02, 20						
LVP must be in Force						
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B C	200m	250m	400m	500m		
D	250m	300m				

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ULYANOVSK, RUSSIA **JEPPESEN** UWLW/ULY 10 FEB 06 (11-1) ILS or 2 NDB Rwy 02 VOSTOĆHNY VOSTOCHNY Tower ULYANOVSK Approach VOSTOCHNY Krug (Radar) VOSTOCHNY Start (TWR 127.3 126.1 124.2 124.2 124.2 GS LOC ILS IUL LOM DA(H) Final 452' (200') Apt Elev 253' 110.1 908' (656') Apch Crs NDB Minimum Alt 2500' 1900 RWY 252' 021° MDA(H) \*408 910' (658') 630' (**378**') MISSED APCH: Climb on 021° to 910'(658'), then turn RIGHT onto MSA 201° climbing to 1900′ (1648′), then according to chart. ARP Alt Set: MM (hPa on reg) Trans level: FL 49 1 Trans alt: 3210' (2958' QNH on req (QFE) 1 FL 59 if pressure is less than 726 mm (967.9 hPa) -VOSTOCHNY-- 54-25 \*830 U VOSTOCHNY— 113.7 UWS VOSTOCHNY \*408 UL الم<sup>670′</sup> at 1900' - 54-20 (1648') 021° 110.1 IUL 753' ALT/HEIGHT CONVERSION - 54-15 (QFE) 3210' (2958' - 900m) 1900' (1648' - 500m) 910' (658′ - 200m) 48-30 48-40 48-50 440' (188' - 55m) NDB apch: Pass LMM not below 440'(188' LOM GS 908'(656') 1900 **LMM** (1648) GS 432'(180') NDB intercept 910' final (658')RWY 02 252 0.5 70 90 100 120 140 160 Gnd speed-Kts HIALS 910' 1900' 201° (658') on 021° ILS GS 2.67° or (1648')577 673 769 336 | 433 | 481 NDB Desc Grad 4.7% STRAIGHT-IN LANDING RWY 02 LOC (GS out) DA(H) 452'(200') MDA(H) 630'(378') ALS out FULL ALS out 1400m NOT 2200m 800m 1200m **AUTHORIZED** 1800m

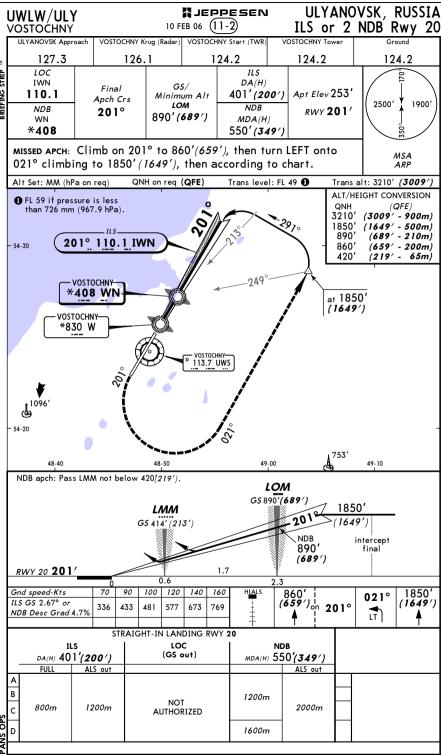
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ULYANOVSK, RUSSIA MJEPPESEN UWLW/ULY 18 AUG 06 (13-1) Eff 31 Aug VOR DME RWY 02 VOSTOĆHNY ULYANOVSK Approach VOSTOCHNY Krug (Radar) VOSTOCHNY Start (TWR VOSTOCHNY Tower 127.3 126.1 124.2 124.2 124.2 VOR Final Minimum Alt MDA(H) Apt Elev 253 UWS Apch Crs D7.2 UWS Refer to 025° Minimums 113.7 1900'(1648') RWY 252 2500' 1900' MISSED APCH: Climb on 021° to 910′(658′) or above. At D3.9 UWS turn RIGHT climbing to 1900' (1648') to UWS VOR, then as Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans level: FL 490 Trans alt: 3210'(2958' MSA ARP ALT/HEIGHT CONVERSION ① FL 59 if pressure is less QNH (QFE) than 726 mm (967.9 hPa). D3.9/R-017 3210' (2958' - 900m) 1900' (1648' - 500m) VOSTOCHNY 113.7 UWS (988' - 300m) 1240' 910' (658' - 200m) D4.9/R-054 VOSTOCHNY ÚŴS \*830 U - 54-25 ر<sup>670′</sup> D2.9 UWS/ D3.7 UWS 54-20 1096' **D4.9** UWS **D7.2** UWS 408 UL 753' 242 442 By ATC D10.5. R-213 UWS D9.6 UWS - 54-15 D10.5/R-197 266° 16.7 ORTUK UWS 263 D16.3/R-124 UWS D11.2/R-193 UWS 48-30 48-40 48-50 Pass D3.7 UWS not below 910' (658') **D7.2**UWS **D4.9**UWS **UWS VOR** 1900′ **#-025**° [2.730] (1648')UWS 1240% (988' [TCH 50'] RWY 02 252' 2.3 0.8 Gnd speed-Kts 70 90 100 120 140 160 H<u>IA</u>LS 910 D3.9 (658') on 021° Descent gradient 4.76% or 338 435 483 579 676 Descent angle [2.73°] UWS CAT A & B: MAP at D3.7 UWS CAT C & D: MAP at D4.9 UWS STRAIGHT-IN LANDING RWY 02 MDA(H) AB: 910'(658') CD: 1240'(988' ALS out 3200m 4000m 4800m

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